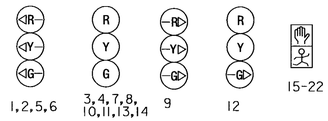
MD 355 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

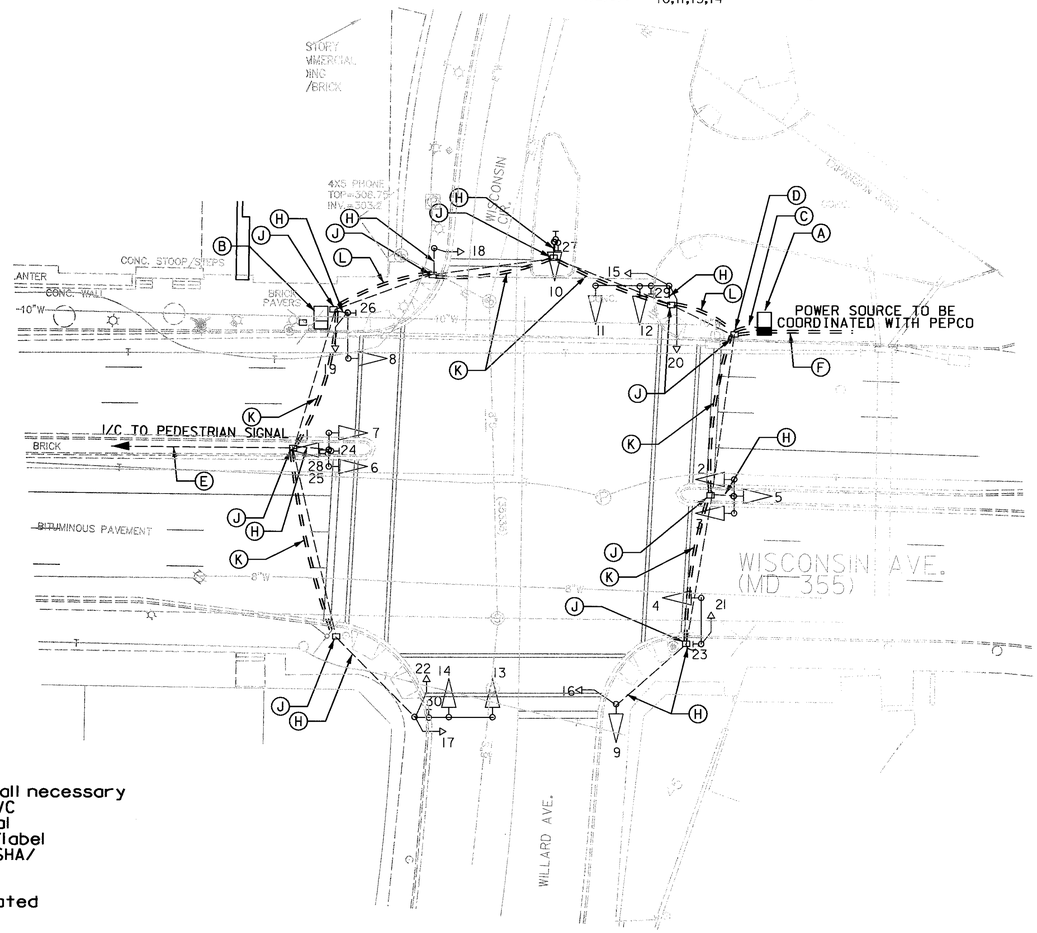
EXISTING SIGNS

25 24,27 23,26 29,30 28

EXISTING TRAFFIC SIGNAL HEADS



1,2,5,6 3,4,7,8, 10,11,13,14 9 12 15-22



CONSTRUCTION DETAILS

A. Install a NEMA size "6" ground mounted controller cabinet with electrical utility service equipment and all necessary auxiliary equipment. (Note: 2-4" and 2-2" 90 degree PVC schedule 80 conduit bends). Pull all proposed electrical cables into the controller cabinet and properly tag/label each cable. All internal wiring shall be conducted by SHA/ Montgomery County forces.

B. Remove existing controller, foundation, and all associated hardware.

C. Install 2-4" schedule 80 PVC conduits.

D. Intercept existing handhole with new conduit.

E. Install new interconnect cable to controller at pedestrian signal. (Controller to controller distance approximately 500 feet).

F. Install 4" schedule 80 PVC conduit (trenched) (for power)

G. Not Used

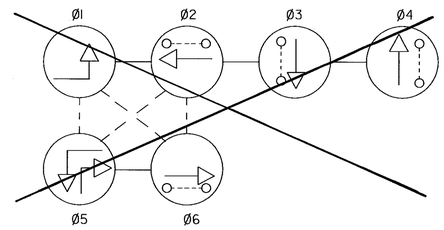
H. Use existing conduit (handhole to pole).

J. Use existing handhole.

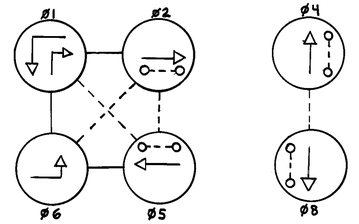
K. Install 4" schedule 80 PVC conduit (slotted).

L. Install 3" schedule 80 PVC conduit (trenched).

EXISTING NEMA PHASING



PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY



REVISIONS TO EXISTING NEMA PHASING WAS SUBMITTED BY MONTGOMERY COUNTY ON FEBRUARY 16, 2005. LEAD-LAG LEFT TURNS ON MAINLINE AND CONCURRENT SIDE STREET MOVEMENTS. PROGRAM CONTROLLER ACCORDINGLY.

GENERAL NOTES

1. ALL EXISTING EQUIPMENT, CONDUITS, AND HANDHOLES SHALL BE MAINTAINED AND REUSED, UNLESS OTHERWISE SHOWN.

2. THE CONTRACTOR IS TO MAINTAIN THE EXISTING SIGNAL OPERATION DURING CONSTRUCTION AND UNTIL SUCH TIME AS DIRECTED TO ACTIVATE THE NEW CONTROLLER BY SHA/MONTGOMERY COUNTY FORCES.

3. ALL EXSITING CONDUITS, NOT SHOWN FOR REUSE ARE TO BE ABANDONED. REMOVE ALL EXISTING CABLES FROM CONDUITS.

4. EXISTING HANDHOLES DAMAGED AS A RESULT OF NEW CONDUIT INSTALLATION SHALL BE REPLACED AS DIRECTED BY THE ENGINEER IN THE FIELD.

5. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.

6. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.

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REVISIONS

A RELOCATE CONTROLLER TO SOUTH EAST QUADRANT. JANUARY, 05 RW996M82 WTB

APPROVALS

ORIGINAL

TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION

ON

ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION

FILE

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION

DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNAL MODIFICATION PLAN
WISCONSIN AVE. (MD 355) & WISCONSIN CIR./WILLARD AVE.

DRAWN BY:	WTB	F.A.P. NO.	N/A	TS NO.	SHEET NO.
CHECKED BY:	CT	S.H.A. NO.	N/A	4348 A	
SCALE:	1" = 20'	COUNTY:	MONTGOMERY	T.I.M.S. NO.	1 OF 2
DATE:	7/29/04	LOG MILE:	15035500.06	G356	

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